

THE B&O MODELER

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DECALING N-43 COVERED HOPPERS PROTOTYPE INFORMATION FOR N-43 COVERED HOPPERS CHESSIE ERA B&O JORDAN SPREADER

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Cover Photos – Top, N-43 Covered Hopper – Duane Carrell photo. Bottom, Jordan Spreader – Jeff Hanke photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available. Regular memberships are only \$35.00. If you would like to join, click [here](#) to fill out our [membership application](#), print a copy and mail it to:

B&ORRHS
ATTN: Membership
P.O. Box 24068
Baltimore, MD 21227-0568

FROM THE EDITOR

Support the Manufacturers

Wow, over the past six months we have gotten some great news about new products that are so unique to the B&O that we thought we not ever see them produced in any form. With new models from NKP, Speedwitch, Sunshine and others, we won't know what to do with ourselves come Christmas time. This is an opportunity for us to show we want more B&O prototypes by buying these new models. If we buy them up quick, we will start a good reputation for ourselves and this in turn could spark more new

models of favorites that have yet to be produced. So let's say thanks to the manufacturers and buy a lot of new kits for our shelves. Then we can do ourselves a favor and start building them.

One often visited topic we all seem to face is "what color are B&O boxcars?" New research is coming to light, along with previous research to give a better idea of how to capture that unique color. (A brief boxcar color article appears in the 4th Quarter 2006 *Sentinel*, copies available from the Company Store.)

It is clear that B&O boxcars started life a different color than other railroad's boxcars, I may even be certain in saying we even can lay claim to a certain hue of "boxcar red" during the late 1940's, but beyond that we have little hard evidence. Is hard evidence necessary for us to continue to build our dream layout? I will proceed without perfect hindsight and try to approximate B&O practice as we know it now. I may be proved wrong in the future, but I need to build some kits in order to enjoy my hobby. Anyone who keeps up with all the new kits released and would like to spend a few hours a month

writing about them, we sure could use your help. The Model Products News Editor position for *The B&O Modeler* is vacant.

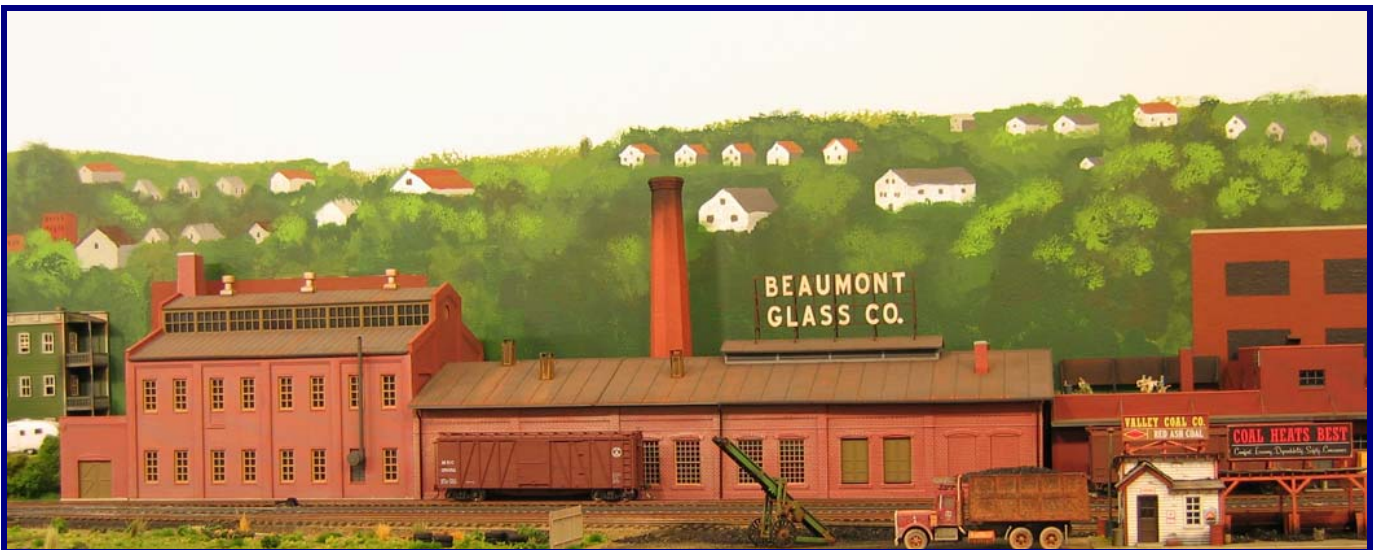
And speaking of colors, if anyone has an interest in yellow caboose decals, contact Pacific Mountain Scale Shops through their web site to express interest. Some of the later I-12 cabooses were delivered with yellow lettering. The email address is info@pacificmountain.ca.

NEWS FROM THE COMPANY STORE: EXCLUSIVE B&O KADEE COVERED HOPPERS AVAILABLE ORDER TODAY BY GEORGE STANT

Why should you become a member of the Baltimore and Ohio Railroad Historical Society? Besides belonging to one of the finest railroad organizations in existence, you will also get some nice discounts on the multitude of items that we sell through our Company Store. For example as a Society member, you can save up to 20% on most books over the price we charge to the general public. And on our models, you can save from between 10% and 15%, more with some of the specials that we send out to members. The same goes for the more than 175 reprints of manuals, track plans, and other documents taken from B&O historical records. And remember the profits from these sales go directly back to the Society's ongoing preservation efforts.

If you want to learn more about joining the Society, make sure you read "An Invitation to Join the B&O Railroad Historical Society" earlier in this edition of *The B&O Modeler*.

New items from the Company Store include the N-43 Covered Hopper the Society is having exclusively manufactured by Kadee and *The Sentinel* on CD. More information about these items can be found on the Society's website at http://borhs.org/SB_41_Q4_complete.pdf. Each road number will be produced in a limited quantity so order soon before they sell out.



Nevin Wilson's layout which is based on the Fairmont, Morgantown and Pittsburgh in Morgantown, WV. John Teichmoeller Photograph.

MODEL PRODUCT NEWS

EDITOR NEEDED

HO Scale

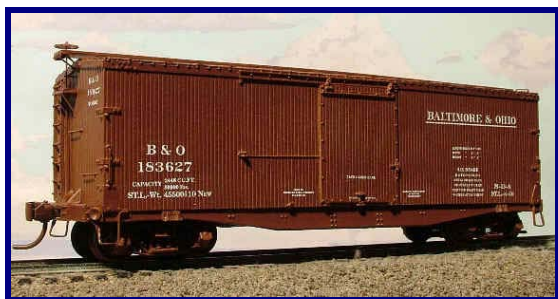
Westerfield M-13 Boxcars



Kit #10901 M-13 AS BUILT, B&O

ERAS: 00s 10s 20s

MODELS: cars built 1906 and running to safety appliances in late 1910s-1920s.



Kit #10902 M-13a AS BUILT, B&O

ERAS: 10s 20s

MODELS: cars built 1910 and running to safety appliances late 'teens/early 'twenties.



Kit #10903 M-13b AS BUILT, B&O

ERAS: 10s 20s

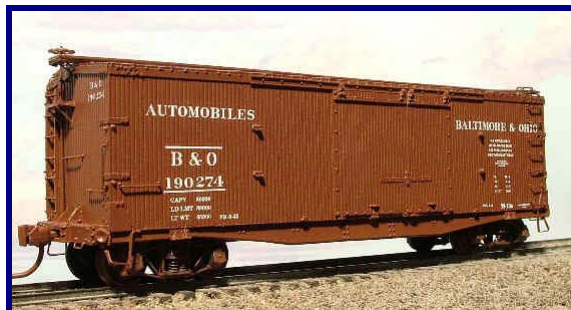
MODELS: cars built 1910 and running to safety appliances in late 1910s-1920s.



Kit #10951 M-13a SAFETY APPLIANCES B&O

ERAS: 10s 20s 30s 40s

MODELS: car given safety appliances in 'teens or early 'twenties, running into 1940s.



Kit #10953 M-13b SAFETY APPLIANCES, B&O

ERAS: 10s 20s 30s

MODELS: cars given safety appliances in late 1920s- early 1920s to scrapping.

To order contact the Westerfield at

<http://www.westerfield.biz/> or visit your local hobby shop.

Sunshine Models O-59a Gondola

This Sunshine Models resin kit could represent either the first ACF built cars built in 1940, numbered 260500 to 260999; the 1941 built Bethlehem cars, numbered 261000 to 261749; or the 1941 ACF cars, numbered 262000 to 263299. These cars have Duryea underframes, steel floors and drop ends. These cars lasted along time and would be appropriate for many eras. In 1960, there were still 2301 of them in service. Contact the company by mail at Sunshine Models, PO Box 4997, Springfield, MO 65808.

Sunshine Models M-55c and M-55h Boxcars

Sunshine Models' new HO scale releases for the late October 2006 Naperville show include the B&O M-55c and M-55h boxcars in resin. B&O wartime and postwar 40' single door boxcars have vexed B&O Modelers for years, all being 10'-0" inside height with a myriad of obscure ends, roofs, and Duryea underframes. These new products should address our longstanding cravings.

There were 500 M-55c boxcars built in 1945, just over 100 were painted in the aluminum over blue Sentinel promotional scheme. These cars lasted a while, and could be seen in all but the earliest of the schemes of Chris Barkan's lettering research. Same with the M-55h, built in 1947. There were 1000 cars of this order, seven were known to be painted in the blue with orange comet TimeSaver promotional scheme, there may have been more. Contact Sunshine Models by mail at PO Box 4997, Springfield, MO 65808.

NKP Car Company F-4bm Modernized Heavyweight Diner, F-4bn Modernized Heavy Weight Diner, D-14 baggage-coach, D-14ab baggage-dorm-coffee shop lounge, A-20b modernized coach, F-8 modernized diner, H9 RPO, B-8a Baggage, and B-21 Baggage

NKP Car Co. has announced through a flyer that they are planning to offer these limited run B&O specific prototypes kits. According to B&O modelers, the B&O A-18ec that NKP brought out last year builds into a fine model, with lots of B&O-specific details including underbody castings for the York A/C system. Most of NKP's offerings have been photoetched sides for lightweights, intended to be combined with one of the commonly available carbody core kits such as Eastern Car Works or Train Station Products. Unlike NKP's lightweights, NKP's heavyweights are not plastic core kits with photoetched sides; they are complete kits with photoetched sides and custom roofs (often cast resin), fully customized to match a specific prototype. Virtually everything needed for the model is included in the box.

Insider information indicates that the sides for the F-4's and D-14's are being photoetched at this point, with the other four B&O cars scheduled for a later release. The kits are not shake-the-box, but are well-engineered and within the skill level of a majority of B&O modelers. The prototypes for NKP's offerings were common in the consists of many B&O trains in the transition era.

F-4bm Modernized Heavyweight Diner with wide Clerestory Roof, York A/C, Thermopane windows
F-4bn Modernized Heavyweight Dinger with Arch Roof, York A/C, Thermopane windows

D-14 Baggage-coach with wide clerestory roof, York A/C

D-14ab Baggage-dorm-coffee shop lounge with wide clerestory roof, York A/C

A-20b Modernized coach

F-8 Modernized diner

B-8a Baggage - 70'-wide clerestory roof - 6 wheel trucks - 2 doors

B-21 Baggage - 70' - wide clerestory roof - 6 wheel trucks - 3 doors.

H-9 5 window RPO.

Also the F-4 diner may be available with an arch roof having flat ends - to make the Colonial series F4a,b,c. The website is not yet updated for all of these cars. Send an email to Tom at bnsf739@aol.com and he will respond with a flyer via snail mail (with pictures). Their web address is <http://www.nkpcarco.com>. Remember these cars are a limited run and will build models for the 1950's Capitol Limited, Shenandoah, Chicago-Washington Express, and others.

B&ORRHS N-43 Covered Hoppers

Greg Smith, past President of the Historical Society, has worked diligently with the legal staff of CSX to gain permission for us to produce an authentic B&O N-43 Covered Hopper model. As a result, the Society is working with Kadee to produce this 1955 covered hopper in its earliest Billboard scheme with channel end ribs. This special production has been authorized by CSX for exclusive B&O Railroad Historical Society sale only. It will not be available at your local hobby store. Specifications for this covered hopper have been provided from documentation provided Kadee by the Society. The car will cost \$45.00, both retail and to members. The Society and Kadee are working together to have the cars ready for sale during the 2006 Holiday season. Three different authentic road numbers will be available - 631173, 631149, and 631140. The initial production run will be for 300 total cars, 100 in each number. If the run proves as successful, as anticipated, there will be additional runs with additional numbers supplied from B&O historical records. Special thanks should also go to Jim Mischke who worked diligently with Kadee to make this happen. Actual availability will be announced through the B&O Yahoo Group and other email sources.

DECALING N-43 COVERED HOPPERS

BY DUANE CARRELL

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

During the summer of 1963 I took a two-week summer typing class at Bethesda-Chevy Chase High School and rode my bike there every day from my home in Northwest Washington. Before class I would swing by the B&O's tracks a few blocks away at the Bethesda Ave. crossing to see what cars were sitting on the sidings, while hoping against hope that the local would be passing through – it never did. A constant occupant of the Maloney Concrete spur, which paralleled Bethesda Avenue, were two or three covered hoppers with the billboard B&O displayed along their sides. A hike along the entire branch the following spring with future *Sentinel* editor Barry Rubin, a ninth-grade classmate, turned up B&O covered hoppers at additional locations, especially in Georgetown. Whether these cars were PS-2s, class N-43 on the B&O, or a different class, I couldn't say as I was not aware of such things at that age.

Once I got back into model railroading in 1978 a B&O covered hopper was one car I really wanted for my layout. Using Walthers decal sets I decorated a couple of MDC hoppers and was delighted when Atlas came out with a B&O PS-2 about 10 years ago. The large billboard was as I remembered it. However, my layout was based on a 1957 time frame and before long I found out that in that period the

B&O's covered hoppers were lettered with either a "13 Great States" scheme, on their older classes, or a billboard B&O with BALTIMORE & OHIO spelled out above, definitely not what I had on my cars. The only thing to do was sell the cars I had and wait until the right paint scheme came out.

With the introduction of Kadee's PS-2 model I had high hopes, along with a number of other B&O fans, that an accurate B&O scheme would be put on the market. However, CSX Transportation's corporate policy on the use of current and former logos, and their demands on model manufacturers, has effectively kept Kadee from putting out a B&O car. (Although just announced, the Historical Society will be producing Kadee cars in former B&O schemes, *ed.*) A discussion about the car on the B&O Yahoo Group several months ago brought about comments that a decorated version was likely a long way off and decaling one might be the only way to have a B&O car for those of us who couldn't wait. Suitably challenged, I bought a couple of undecorated Kadee cars and a set of Microscale decals, 87-486.



The Model

Kadee makes two different versions of the car, the main difference being that one has channel end ribs, with six hat ribs in between, and the other having hat ribs all the way across. I got one of each as B&O had both styles, the one with channel ribs in initial orders in September 1955 (631100-631299) and January 1957 (631300-631499) and all hat ribs in a November 1957 order (631500-631679), a total of 580 cars. Both versions were classed as N-43 and were built for hauling cement. In 1956, 1959 and 1960 B&O converted 22 cars to class N-43a (635100-635121) to haul calcium carbide from a facility in Ohio to Perkins, West Virginia. Five cars were converted in 1962 and 1964 to class N-43b at Keyser to haul bulk salt in slurry form – hoppers were blanked and piping added.

Kadee's undecorated car comes in a very acceptable grey color so I did not paint it. As with most B&O cars, the exact shade of paint is open for debate, and to further complicate the issue, most photos of covered hoppers show a generous deposit of cement, dirt and corrosion which would make matching colors problematic. Since the other roadnames which Kadee produces in the grey appear to be the same shade I decided this would be close enough. Many of B&O's cars appear to be painted a lighter shade, but how much is due to lighting or weathering I don't know. Certainly the cars can be weathered to give a lighter appearance.

I had found three relatively good broadside photos of the car to work from. On page 58 of *B&O Color Guide to Freight and Passenger Equipment* is a photo of an N-43 in the original paint scheme, although with black reweigh patches on the side. The

car shown, no. 631644, has the later-version hat ribs. The clearest photo, and the one I most relied on, was from the Fallen Flags website, www.rfallenflags.org/bo/bo631203bbr.jpg (photo also on page 13, ed.). This is a very good broadside of a channel-rib car which doesn't appear to be more than a few years old. Virtually all the lettering is legible. The third photo is on page 20 of the First Quarter 2003 *Sentinel* of a hat-ribbed car in Georgetown in January, 1958, making the car virtually brand-new. This photo is from an angle so lettering detail, especially on the left side of the car isn't as clear.

Comparing the last two photos reveals some differences in the lettering which may not be apparent at first glance. Most noticeable is that the earlier version has the car number underlined while the later car does not. The wording under the number also differs. The channel-ribbed car says "CEMENT LOADING ONLY". The hat-ribbed car has three lines of wording, but, unfortunately, in neither of the photos is it close enough to be legible, although it likely has "return to" directions.

The other difference is in the far right panel. The older car has:

BLT 11-55
CU FT 2004
IW WROT
STEEL WHEELS
N-43

The equipment trust plate sits directly below. In the *Sentinel* photo the panel reads:

EX W (?) H (?)
EW (?) H (?)
CU FT 2003
IW WROT
STEEL WHEELS
BLT 10-57

The car shown in *B&O Color Guide* has IW WROT STEEL WHEELS above the dimensional data and shows a build date of 5-57

The cars in *The Sentinel* and Fallen Flags photos have lettering on the sill below the far right panel that is not completely legible but appears to be what was on the decal set:

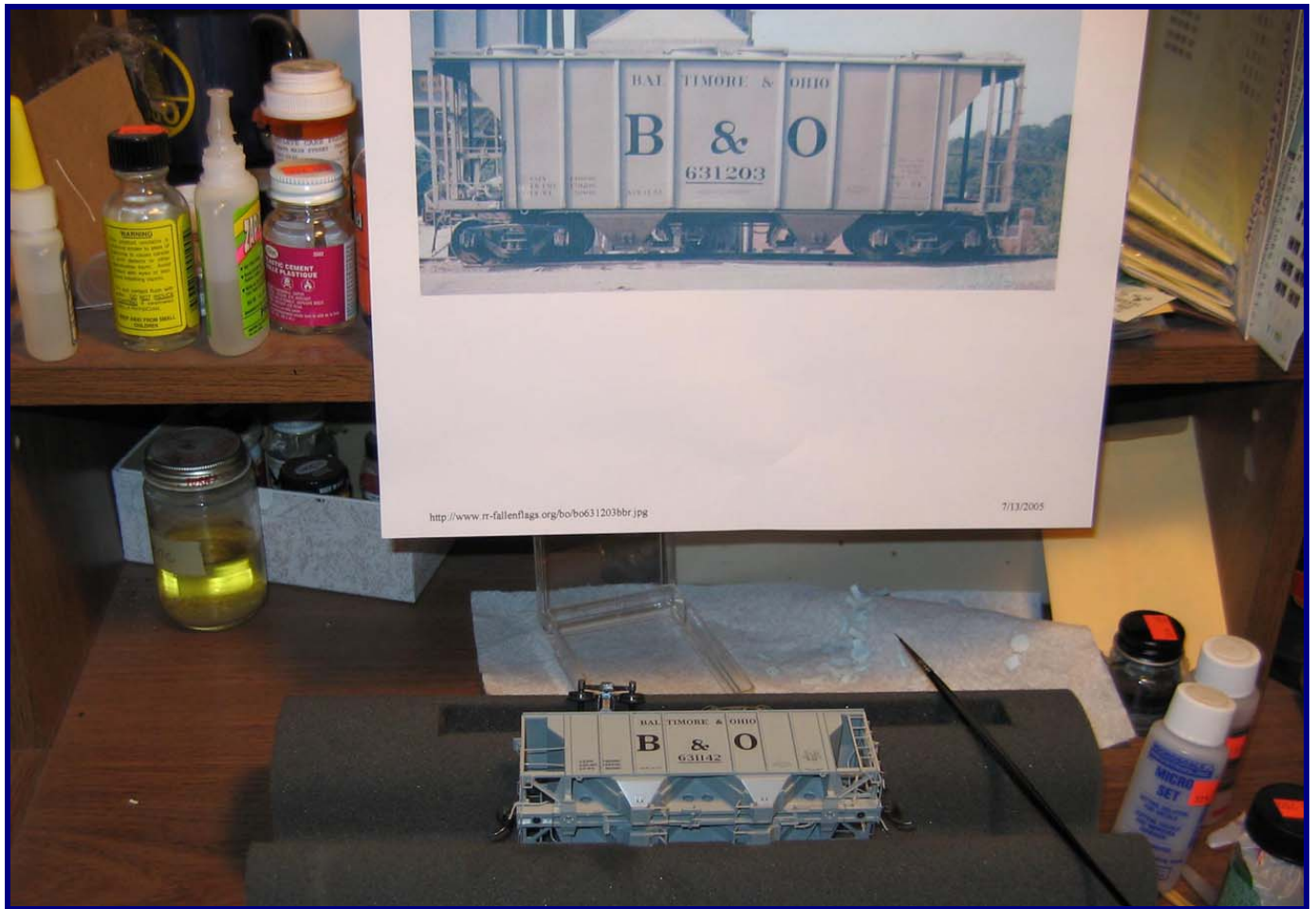
SPRG 2 IN TRAVEL
33W W8 WHL

The logical decal set to use is Microscale's 87-486 set for N-42 and N-43 classes from 1953-1987. This has the proper billboard B&O and BALTIMORE & OHIO, along with correct sets of numbers. However, the weight data letters and numbers are in a gothic-type font and the LD LMT and LT WT figures supplied are wrong for the car. Additionally, the only reweigh location initials are BW in 69, 70 or 79, which doesn't help if you want NEW in 55 or 57. The only BLT dates supplied are 5-53 or 2-57, okay if you're modeling the later car only. The dimensional data supplied with the set may not be exact but for me it was close enough.

For the weight data I used the Champ HC-42 B&O Covered Hopper set. The lettering Champ supplies is for the earlier "13 Great States" scheme, inappropriate for an N-43, but fortunately what is needed is in a Roman font, closer to B&O's, and the weight numbers are nearly dead-on. That was all that was salvageable from Champ so I used another Microscale set, No. 87-1 Freight Car Data, which is supplied in both white and black lettering in Railroad Roman font. This is not B&O's font, and is not as heavy as that provided in the covered hopper set, but since what I needed were small letters and numbers the difference is not apparent unless one looks very closely – in my case, with a magnifier.

As far as the decaling process, I have nothing different to recommend. I prefer to start on the left with the weight data, then go to the right and so work my way up the side of the car. From every measurement I could make off the photos the B&O appears to be dead-center vertically. In the set the IW WROT is spaced far apart so the I and T are flush with STEEL WHEELS; on the prototype IW and WROT are spaced much closer together and are indented on both sides. My biggest challenge was trying to find BLT and NEW dates that matched. My hand isn't steady enough to piece individual tiny numbers together so I scrounged the 87-1 set to find two 5s together that I could use. Since the 87-486 set had no lettering for CEMENT LOADING ONLY, let alone the verbiage on the later car, I did not attempt to piece those together. The other item that I used from the generic set was the Pullman-Standard logo. While this did not exactly match the logo on the actual car, I had to consider it close enough. Since I was lettering two cars I had to buy a second set of the 87-1 just to get the 2 extra logos. When finished I sprayed both cars with Testor's Dullcote.

I am reasonably happy with the end result. Some of the data is not exact, although it is as close as I could make it from what was available. Until, or if, Kadec can work out its differences with CSX, this will be our best alternative to get a car that was very common on the B&O from the mid-fifties on.



Acknowledgements

With special thanks to Jim Mischke for prototype data.

References

B&O Color Guide to Freight and Passenger Equipment, Craig T. Bossler, Morning Sun Books, Edison NJ, 1996.

Fallen Flags Railroad Photos Website, <http://www.rr-fallenflags.org>

Sentinel, 1st Quarter, 2003

DECALS AND MODELS FOR N-43 COVERED HOPPERS

BY BEN HOM

Available Decals

Decals are a bit of a stumbling block in modeling the Class N-43 PS-2 covered hoppers. At first glance, the Microscale Class N-42 & N-43 set appears to be the logical decal set to use for HO and N scale projects, but closer examination reveals that it has some significant omissions, and other sets on the market are either not suitable for Class N-43 or are out of production and difficult to find. Let's take a look at some of the available decal sets for B&O two bay covered hoppers:

Microscale 87-486 (HO) and 60-486 (N), B&O 70-Ton Two Bay Covered Hoppers, 1953-1987: As its description implies, this set contains lettering over the lifespan of these cars as illustrated in photos in the prototype overview; however, as Duane pointed out in his article, the set has one glaring shortcoming – it lacks “Roman” capacity and dimensional data required for the “BALTIMORE & OHIO”/Billboard “B&O”, Capitol Dome/Billboard “B&O”, and Capitol Dome/Small “B&O”, which will need to come from Champ HC-42 and Microscale 87-1 or 60-1 (Freight Car - Roman Lettering - Black & White). This set will accurately letter the other paint schemes shown in the prototype overview (C&O Futura Demi-Bold Gothic, Chessie System).

Champ HC-42 (HO), CN-42 (O), Great Decals “B&O PS-2” (S), B&O 70-Ton Covered Hopper: Still available from Champ as of October 2006, this set contains lettering for the “Linking 13 Great States” lettering scheme and is intended for Class N-36 covered hoppers. This scheme predates the Class N-43 covered hoppers and none were painted in this scheme; however, the capacity data can be used to augment Microscale 87-486. Bill Moesteller of Great Decals has secured permission to reprint this set in S scale – the customer who commissioned its reissue misidentified it as “PS-2”, but the set uses the Champ HC-42 artwork.

<http://www.greatdecals.com>

Champ HC-409 (HO), CN-409 (O), B&O 70-Ton Covered Hopper: This set letters the 1955 as-delivered “BALTIMORE & OHIO”/Billboard “B&O” scheme, and is the only Class N-43 decal set

available in O scale. Unfortunately, Champ has discontinued it.

Herald King (H-563), B&O Gray 2-Bay Cement Hopper (1966): This is a C&O Futura Demi-Bold Gothic set that letters a 100-ton Class N-94a covered hopper. Out of production along with the rest of the Herald King line, this set contains cement service lettering that could be used on Class N-43 models.

Herald King (H-142), B&O (Chessie System) Yellow Covered Hopper (1975): This set letters a Class N-42 covered hopper. It features a smaller cat herald than the Microscale set.

Available Models

Unlike all too many classes of B&O freight cars, Class N-43 is well represented by injection-molded models, allowing the B&O enthusiast to easily model at least one of the two major variations in any of the popular scales. The two drawbacks are a relative scarcity of models lettered for B&O, and some issues involving decals, as noted previously.

HO Scale

The model featured in this month's article by Duane Carrell, Kadee offers both Class N-43 variations as gray unlettered ready-to-run (RTR) models (#8601, channel rib; #8201, hat rib). Additionally, the Society has commissioned a special run of these models lettered for the 1955 order in the as-built “BALTIMORE & OHIO”/Billboard “B&O” paint scheme (see "News from the Company Store" and "Model Product News" for details). A state of the art model featuring extremely fine details, it is easily the best available model of this car on the market. Its only disadvantage for some modelers may be its price.

For the more budget conscious modeler, in 1995 Atlas introduced RTR models of the September 1957 order with outboard pressed steel side stakes (#1800, Undecorated). Atlas ran at least one B&O model in the Billboard “B&O”/Capitol Dome scheme; however, it isn't listed in their current online catalog.

The MDC PS-2 familiar to HO scale modelers over the last twenty years is now available as RTR models

in the Athearn line (ATH94350, Undecorated), with upgraded roof hatches, outlet hatches, outlet details, brake wheel, and photoetched running boards. It features the channel outboard side stakes of the 1955 and January 1957 order; unfortunately, these models have the early narrow hatch spacing, which does not match any Class N-43 covered hopper.

Quality Craft Models issued a multimedia craftsman kit of a B&O two-bay Pullman-Standard covered hopper during the early 1980s; however, it is prototype is one of the later 100-ton cars.

N Scale

Just as the MDC PS-2 is familiar to many HO scale modelers, the Atlas PS-2 has been an N scale staple for many years (#3150, Undecorated). It can be used to model cars from the September 1957 order; however, the roof hatches on the model are crude and grossly oversized, resembling more like hatches found on a pressure vessel than covered hopper hatches. Athearn recently introduced an N scale three-bay PS-2 with finer hatches which could be used to upgrade this model; however, the Athearn hatches are not yet available separately.

O Scale

Weaver offers an RTR scale model of the 1955 and January 1957 order cars with channel outboard side stakes (#U1900, Undecorated), available in either 2-rail or 3-rail with plastic or die-cast trucks and couplers. At least one run of B&O models have been done in the past, unfortunately lettered in the "13 Great States" scheme, which appeared on no Class N-43 cars.

Additionally, MTH offers an RTR scale model of the September 1957 order cars with outboard pressed steel side stakes in their Premier line with 3-rail trucks and couplers, but is easily converted to 2-rail. A B&O model is available in the Chessie scheme (#20-97102); no undecorated models are available.

S Scale

S Helper Service sells an RTR scale model of the September 1957 order with outboard pressed steel side stakes (#00021, Unlettered). The cars are equipped to operate on American Flyer two rail track, and include NMRA RP-25, code 110 wheelsets to convert the car for operation on scale track.

PROTOTYPE INFORMATION FOR N-43 COVERED HOPPERS

BY BEN HOM



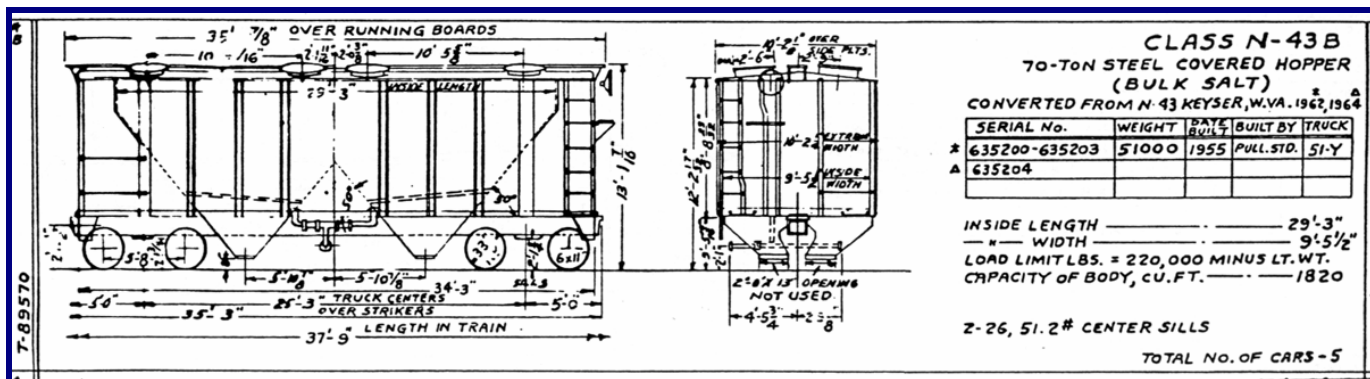
B&O 631203, Class N-43, Kensington MD, c. November 1955. According to "Assignment: B&O Covered Hoppers and Containers", dated April 6, 1956, this car was assigned to Brunswick, Maryland for loading, which is believed to place it in "general pool service". Alba Bloss photo, Bob Rathke collection.

Introduction

Capitalizing on the success of their 40-foot PS-1 boxcar, Pullman-Standard applied the same design and manufacturing principles of flexible standardization and extensive use of welding to covered hopper design, introducing the two-bay 70-ton, 2,003 cubic-foot capacity PS-2 covered hopper in March 1954. Over 9,500 2,003 cubic-foot capacity cars were built for 46 railroads and private owners between 1954 and 1959, when Pullman-Standard increased the capacity of the two-bay PS-2 design, resulting in a taller car. The B&O acquired 580 cars in three groups in 1955 and 1957; two small groups of cars were later converted for calcium carbide and salt slurry service. (See table for a summary of B&O Class N-43 and subclass covered hoppers.) These cars served the B&O and Chessie System for three decades, hauling cement in many different paint schemes alongside ever increasing numbers of larger capacity covered hoppers.

PS-2 Variations

The 2,003 cubic-foot PS-2 covered hoppers exhibited two major variations of side stakes and hatch spacing during their 1954-1959 production run. Cars built before March 1957 had outboard side stakes (located at the bolsters) made of 9" wide channels. Beginning in March 1957, these were replaced with pressed steel side stakes. The B&O obtained cars with both side stake variations. Additionally, several orders of cars built before mid-1954 were built with outboard hatch centers spaced 18' 8" apart. Experience showed that this hatch spacing made the cars difficult to fill to capacity, and the hatch spacing was revised with centers spaced approximately 25' 2" apart. Cars with the wider hatch spacing are easily identified as the outboard hatches are above the bolsters. All B&O Class N-43 covered hoppers had the wider hatch spacing.



B&O 635100, Class N-43a, converted to calcium carbide service in 1956. B&ORHS collection.

Paint and Lettering Variations

The Class N-43 covered hoppers exhibited a remarkable number of paint schemes over their service lives, including as many as six variations of the billboard “B&O” scheme:

- Road numbers large and centered, or in the lower left AAR position with B&O initials
- Centered road number with and without underline

- “BALTIMORE AND OHIO” and “B&O” in higher or lower positions
- Some lettering size variations

Prototype photos are must if you intend to model these cars. The following photos are a sampling of paint and lettering variations over the years (arranged in chronological order of paint and lettering schemes):



B&O 631107, Class N-43, March 1976. Karl Geffchen photo.



B&O 631100, Class N-43, built October 1955 and delivered painted in special alkali-resistant black paint. It is not known for certain how many B&O covered hoppers received this paint or to what service these cars were assigned. Six months later, according to "Assignment: B&O Covered Hoppers and Containers", dated April 6, 1956, this car along with 55 others was assigned for loading to Ottawa, Illinois for sand service. (Ottawa has been a major sand and glass center for more than 100 years; its sand is recognized in glass-making and abrasives for its uniform granularity and characteristics). It is not known if this car remained painted black after assignment to sand service. B&ORHS collection.



B&O 631340, Class N-43, January 1957. B&ORHS collection.



B&O 631523, Class N-43. Greg Dickinson photo.



B&O 631667, Class N-43, December 1988. Mark Hoeller photo.



B&O 631434, Class N-43, June 1973. Karl Geffchen photo.



B&O 631642, Class N-43, June 1975. Karl Geffchen photo.



B&O 631616, Class N-43, September 16, 1979. Karl Geffchen photo.

Acknowledgements

Greg Dickinson, George Elwood, Nick Fry, Karl Geffchen, Mark Hoeller, James Mischke, Bob Rathke, John Teichmoeller, Bob Witt

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"Assignment: B&O Covered Hoppers and Containers", dated April 6, 1956, B&ORHS Archives.

B&O Color Guide to Freight and Passenger Equipment, Craig T. Bossler, Morning Sun Books, Edison NJ, 1996.

“PS-2 Covered Hoppers Part I”, Martin Lofton, *Mainline Modeler*, July 1991, p 68.

“PS-2 Covered Hopper”, James Kinkaid, *Mainline Modeler*, August 1998, p 64.

“PS-2 Covered Hopper”, excerpted from the March 9, 1953 issue of *Railway Age*, *Mainline Modeler*, September 1998, p 26.

“Pullman-Standard 70-Ton PS-2 Two Bay Covered Hoppers”, Ed Hawkins, *Railmodel Journal*, April 1995, p 4.

“Pullman-Standard PS-2 70-Ton Covered Hoppers from Kadee”, Ed Hawkins, *Railmodel Journal*, December 2003, p 11.

Fallen Flags Railroad Photos Website, <http://www.rr-fallenflags.org>

CHESSIE ERA B&O JORDAN SPREADER

BY JEFF HANKE

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



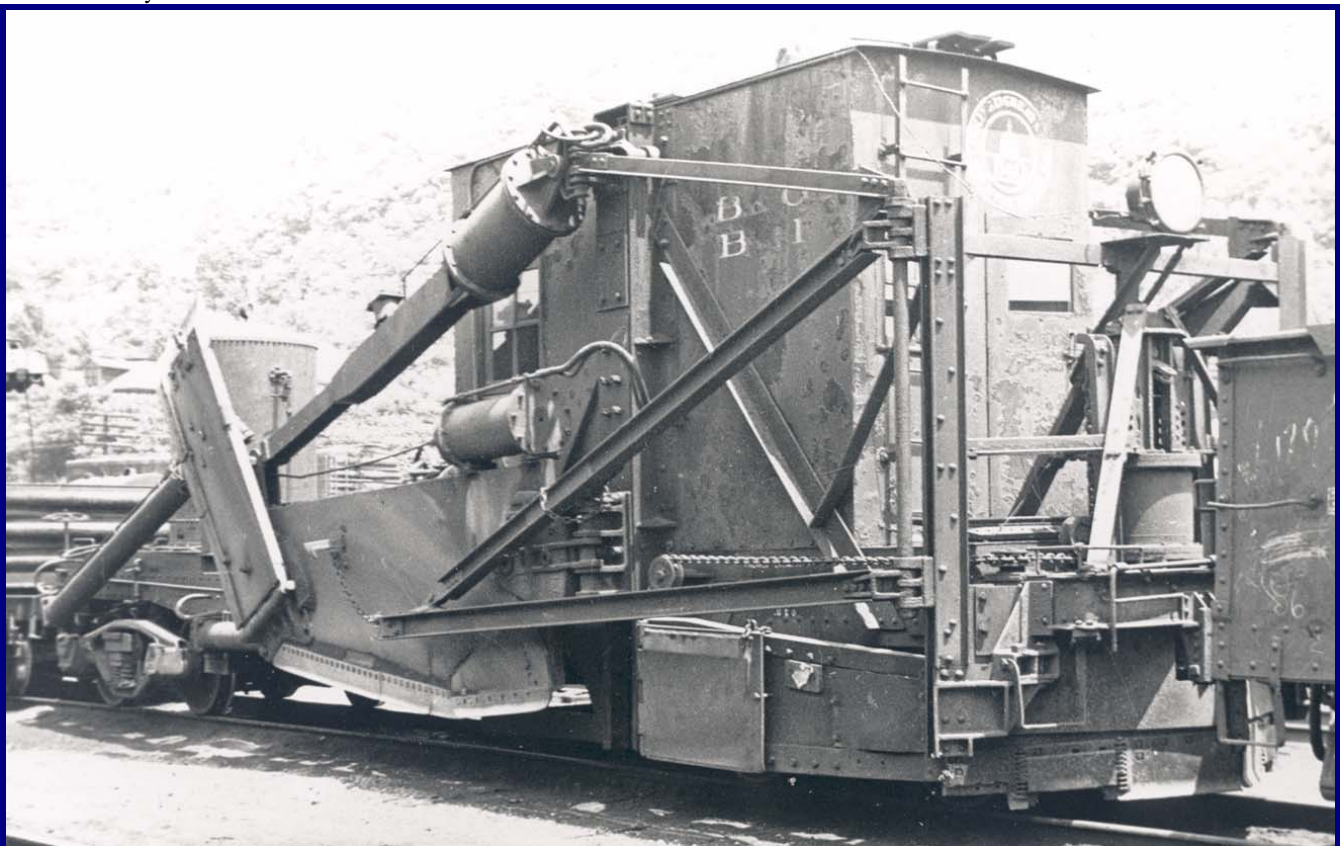
Introduction

A Jordan Spreader is the kind of Maintenance of Way (MofW) equipment that is sure to bring questions from visitors to your layout. Its unique shape stands out among seas of covered hoppers and boxcars. Dating back to the turn of the 20th century, the Jordan Spreader is a combination snow plow and ballast spreader. The B&O roster contained several, but since definitive records of MofW equipment are not available to me, I can't say for sure how many. What I do know is that the B&O had two, 914071 and 914072 in the time period I model, the Chessie Era, 1972-86. During that time, both were painted yellow, had Chessie Ches-C logos on them and neither had

the prominent snow plow on the front. These were just the features I was looking for, since I wanted to model a separate piece of equipment as a snow plow. To make an accurate model of these cars, modification to a stock Walther's kit would be required. Primarily the changes will be focused on the front of the car due to removal of the snow plow. As a side note, the B&O Museum in Baltimore has Jordan Spreader B-29 on display in pre-Chessie black B&O paint. It does not have the prominent snow plow on the front and is stenciled with a 1954 build date.



B&O 914072. Jay Potter Photo.



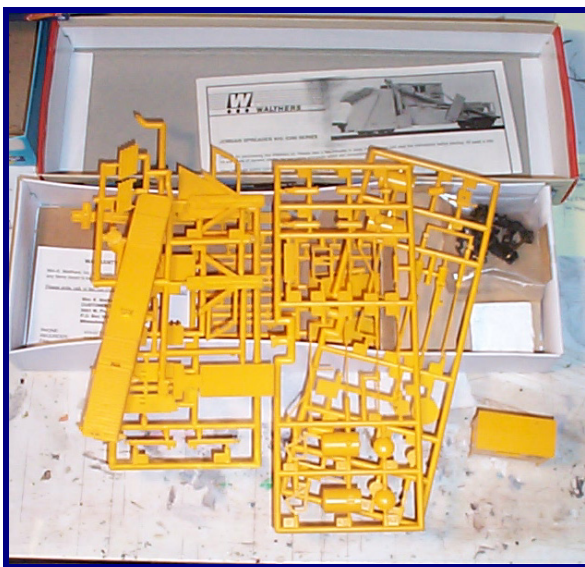
Ballast Spreader B-41. Jay Potter Photo, B&ORHS collection.



Ballast Spreader B-29, Zanesville, Ohio. Paul Dunn Photo, B&ORHS collection.

The Model

To begin this model project, purchase a Walther's Jordan Spreader (currently these are not available from Walther's, but are available on the secondhand market, ed.). Mine came decorated for CSX. To my knowledge they do not make one decorated for the Chessie System. Carefully follow the directions and assemble the car. Do not put on the snow plow or any pieces that support it. Do not glue on the cab of the spreader. This will be removed later to put the windows in. But for now it will sit in position without glue. Also, do not glue on the blades yet. Carefully sand or use Polly Scale ELO stripper, the side of the car to remove any markings.

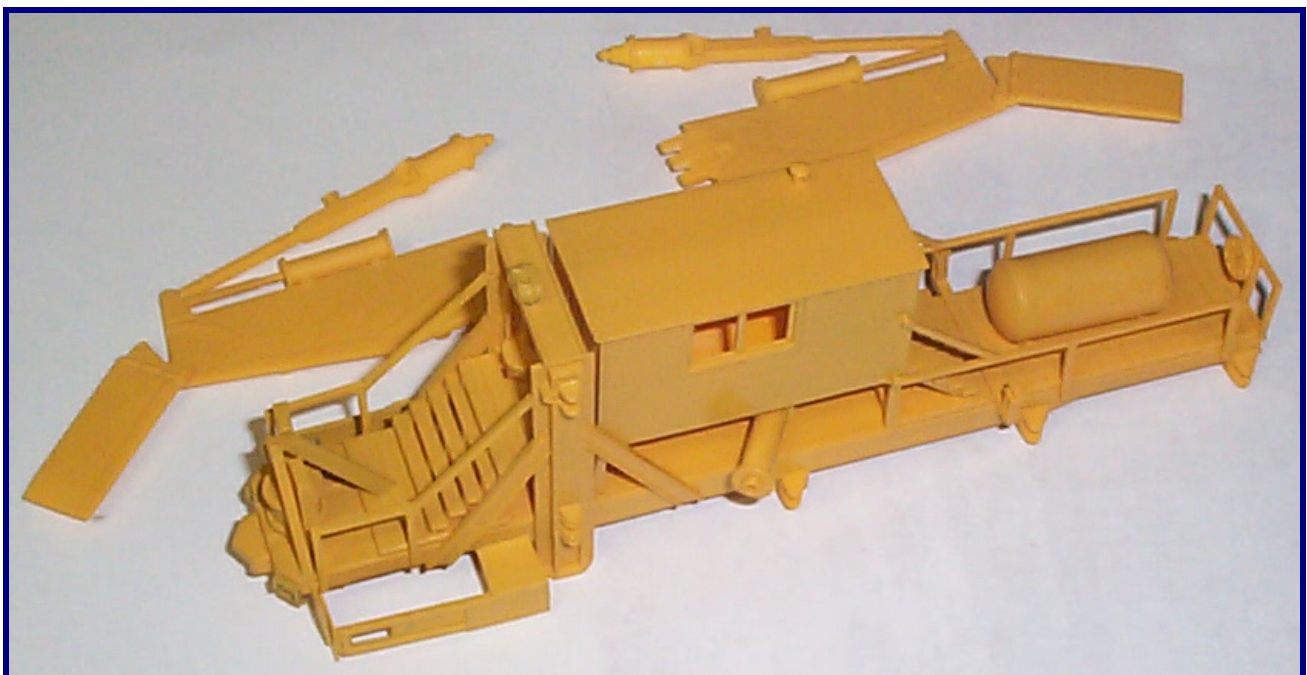
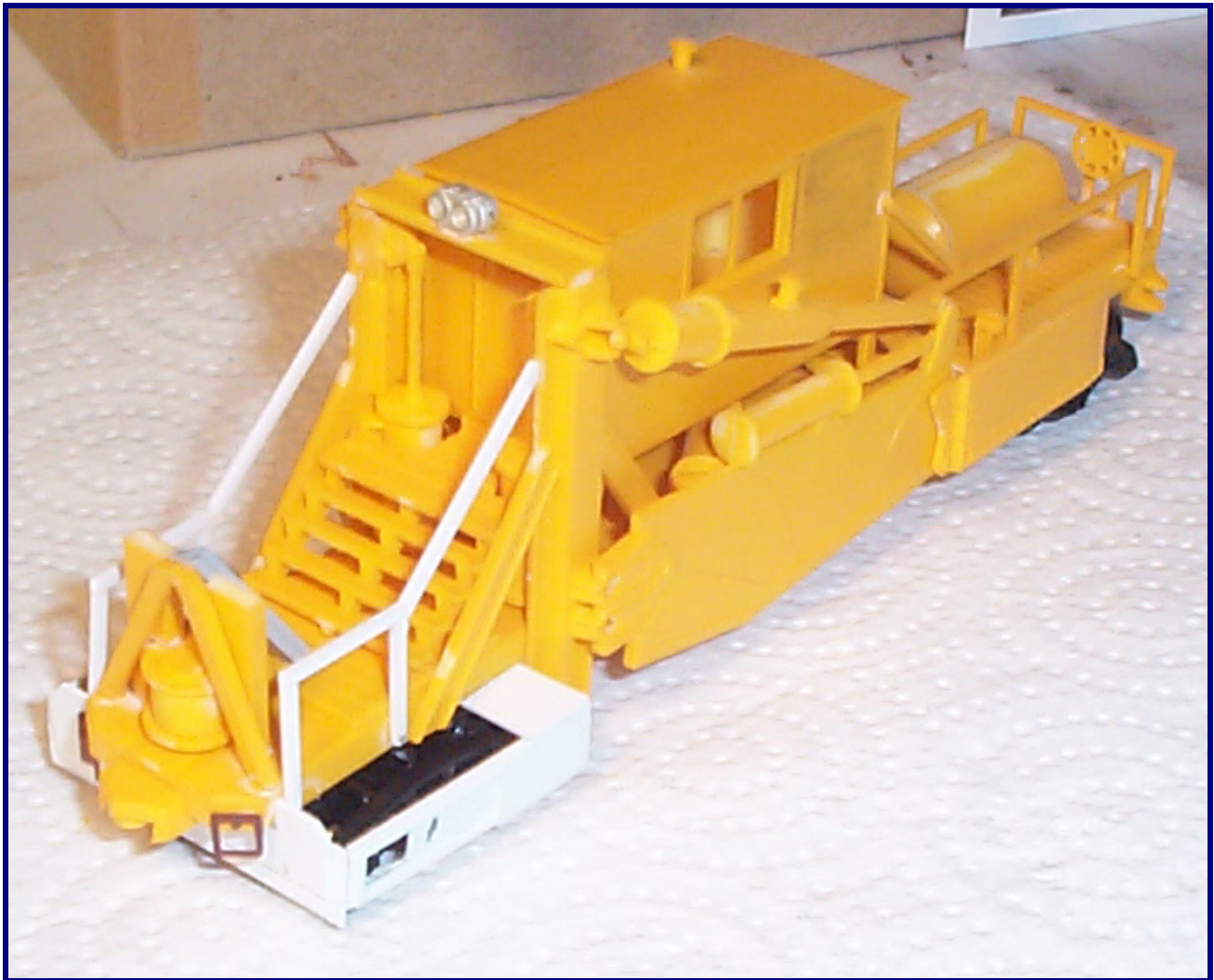


Scratchbuild the hand rails from styrene. I used strip styrene that I had on hand, which I matched to the

thickness of the back handrails provided in the kit. Do not attach the handrails at this time to the car, just make sub assemblies of the handrails and set them aside (these are the white pieces in the photo on the next page). Next, glue the kit's cylindrical shaped piece to the middle front of the floor of the spreader. Build the triangle support structure out of pieces of the front handrails given in the kit. Attach two of the rectangular pieces of the hand rails vertically on either side of the cylindrical shaped piece (all of these pieces are yellow in the photo). Finally, using a piece of scrap, glue a brace from the cylinder top down to the floor (this is the light grey piece in the photo).

Next, glue on a twin headlight casting to the top middle of the car. I used a Details West casting, but any one that looks similar will do. Glue on a couple of stirrup steps from your spares box to the front corners of the car floor (brown parts in the photo).

The next step is the most challenging. Since there is no snow plow on this car to protect the trucks, these cars had a simple sheet metal box built around them. I used scrap styrene to build these parts. Look at my photos and estimate where they should be. Make sure you have the trucks handy to ensure the parts you are adding don't interfere with the trucks' movement. Glue on the handrails when you are done with building the box around the trucks. This was a trial and error process as no plans were available to make these parts. I guessed on their shape and dimensions based on prototype photos.



Now that the car is modified, spray the entire car with a 50/50 mix of CSX Yellow and UP Armor Yellow. This is a fairly good match for the faded MofW yellow that I have seen on other Chessie MofW equipment.

When the yellow is dry, spray the sides of the cab part of the car with Testors Gloss Coat. Add the decals to the cab sides. The "B&O" and "914072" lettering only should be added at this time. Do not add the Chessie logo yet. I used the letters from a Herald King set for Chessie covered hoppers that just happened to be black. The numbers came off a Herald King set for B&O covered hoppers.

Apply masking tape to most of the cabin sides of the spreader. Do not tape over the decals already

applied. The real 914072 spreader had most of the cab sides repainted when the Chessie logo was added. The tape will leave the sides in a pristine "just repainted" bright yellow after the rest of the car is weathered. See photo below for clarity. Next weather the blades and car to match the photo. Most of the actual blade is black from dirt and rust. Pushing the blades through ballast quickly rubbed off the yellow paint, leaving the exposed metal to rust once the equipment was done with its work. I added a wash of black to the whole car to simulate grime. MofW equipment was not pampered and quickly accumulated a layer of road grime, so weather liberally. I used several shades of black mixed with oxide red to get the blades to look right. Also, I added some chalk weathering to the roof. Finally paint the window frames silver and the exhaust stack black.



Overspray the car with Polly Scale engine black and roof brown. I thin the paint about 20 parts thinner to 1 part paint and build up the grime in multiple layers. Concentrate the black on the hinges. The real car had splatter from grease in those areas. Use Polly Scale roof brown to simulate general grime.

I modified the coupler box to make the coupler sit as far back as possible. The original coupler box is positioned for the car with the snow plow on the front. Since this is not on the B&O car, it looks ridiculous in the original position. Simply shave off the peg that the coupler rotates on and glue it 1/8 of

an inch back. Cut the coupler box too so it fits nicely.

Next, remove the tape and apply the Chessie logo. Mine came from the MicroScale C&O Safety Caboose sheet. Seal the car with Testors Dull Coat. Cut the windows out of sheet clear plastic. Attach with white glue. When you are happy with the windows, glue the cab to the car.

At this point, you need to decide if you want the blades to move or not. They can be left so the blades can be repositioned, but I wasn't willing to risk lost

parts, so I decided for them to be permanently in the stowed position. The car had them in that position 90% of the time anyway, so it seemed logical. Glue all the hinges with white glue if you have decided to permanently stow your spreader blades. That's it, you

are done. Enjoy your spreader! I am happy with the way this project turned out. If I had it to do over again I would have added an interior to the cab before gluing it on.



WHAT'S WRONG WITH MY MODEL?



Introduction

As a new feature of the magazine that is intended to serve the hapless modeler and the knowledgeable readership, we are asking the question, "What's wrong with my model?" The purpose of this article is to help a panic stricken modeler with his or her research on a given project by putting forward photographs of its current state and asking readers to submit comments to the Editor. The comments will be compiled and forwarded to the modeler for consideration. They will also be published in the B&O Modeler, along with references, for the benefit of all.

The Model

The first model is a JKH USRA P-5 Locomotive that the modeler intended to be used in service during the early 1950's. What are the problems? What are your references, and how would you fix it? Send your answers to the Editor for reprint.



PLANNED FOR THE NEXT ISSUE

Modeling W-1 Open Hoppers

A Color Guide for Painting B&O Model Structures

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